

For Sale.

MacEwen, Frickel & Co.
No. 53, Queen's Road East,
(OPPOSITE THE COMMISSIONARIAT),
ARE NOW LANDING
FROM AMERICA.

**CALIFORNIA
BACON**
COMPANY'S BISCUITS in 5 lb
tins, and loose.
Soda BISCUITS.
Assorted BISCUITS.

Small HOMINY.
Cracked WHEAT.
OATMEAL.
CORNMEAL.

White BEANS.
TOPOCAN BUTTER.
Eskimo and California CHEESE.
CORNISH in Tins.
Prime HAMS and BACON.
Eagle Brand Condensed MILK.
Family BEEF in 25 lb kags.
Beau Ideal SALMON in 5 lb cans.
Cutting's Dessert FRUITS in 5 lb cans.
Assorted Canned VEGETABLES.
" FATTED SAUSAGE and Sausage
MEAT.
" STUFFED PEPPERS.
" Assorted SOUPS.

Richardson & Roblin's Celebrated Potted
MEATS.
Richardson & Roblin's Curried OYSTERS.
CORN CHOWDER.
FRESH ORKNEY SALMON.
DRIED APPLES.
TOMATOES.
SUCCOTASH.
BROWN.
Maple SYRUP.
Golden SYRUP.
LOBSTERS.
OYSTERS.
HONEY.

Corn STARCH.
Green CORN.

FAIRBANKS' SCALES.
400 lb. Capacity.
600 lb. "
900 lb. "
1,200 lb. "

CORN BROOMS.
OFFICE HIGH CHAIRS.
AXES and HATCHETS.
AGATE IRON WARE.
WAFFLE IRONS.
SMOOTHING IRONS.
PAINTS and OILS.
TALLOW and TAR.
VARNISHES.

**DEVOE'S NONPAREIL
BRILLIANT
KEROSENE OIL,**
150° test.

Ex late Arrivals from
ENGLAND.

A LARGE ASSORTMENT OF
STOVE COOKERS,
including:
BREAKFAST TONGUES.
CANTAL.
ASPARAGUS
SOUPS, &c.

TESSONBAU'S DESSERT FRUITS.
ALMONDS and RAISINS.
PICNIC TONGUES.
COCOA-TINA.

VAN HOUTEN'S COCOA.
LORD'S & EYE'S COCOA.
FRENCH PLUMS.
PATE DE POIE GRAS.

MINCEMEAT.
SAUSAGES.
BROWN.
DANISH BUTTER.

SPARTAN
COOKING STOVES.

ENGLISH OUTLERY.
ELECTRO-PLATE
CROCKERY & GLASS WARE.

CLARETS.
CHATEAU MARGAUX.
CHATEAU LA TOUR, pinz & quart.
JES. GRAVES.
BREAKFAST CLARET, " "

SHERRIES & PORT.
SAUCON'S MANZANILLA & AMON-
TILLADO.
SAUCON'S OLD INVALID PORT
(1848).

HUNT'S PORT.
BRANDY, WHISKY, LIQUEURS, &c.—
1 and 3-star HENNESSY'S BRANDY.
BACON DUNLOP & Co.'s BRANDY.
FINEST OLD BOURBON WHISKY.
KINAHAN'S LL WHISKY.
ROYAL GLENDEWHISKY.
BOON'S OLD TOM.
E. & J. BAKER'S IRISH WHISKY.
ROSE'S LIME JUICE CORDIAL.
NOLLY FRAS & Co.'s VERMOUTH.
CHAMPAGNE GINGER BRANDY.

EASTERN CIDER.
CHARTREUSE.
MARASCHINO.
CURACAO.

ANGOSTURA, BAKER'S and ORANGE
BITTERS.
&c., &c., &c.

BASS'S ALE, bottled by CAMERON and
SAUNDERS, pinz and quart.
GUINNESS'S STOUT, bottled by E.
J. BAKER, pinz and quart.
DRAUGHT ALE and PORTER, by the
Gallon.

ALE and PORTER, in hogheads.

SPECIAL SELECTED
CIGARS.
Fine New Season's CUMSHAW TEA, in
5 catty boxes.
BREAKFAST CONGOU @ 25 cents p. lb.

MILNER'S PATENT FIREPROOF
BOXES, CASH and PAPER
BOXES, at Manufacturer's Prices.
Hongkong, July 10, 1893.

Insurance.

NOTICE.
**QUEEN FIRE INSURANCE COM-
PANY.**
THE Undersigned are prepared to accept
Risks on First Class Godowns at 2
per cent. net premium per annum.
NORTON & Co., Agents.
Hongkong, May 19, 1891.

THE LONDON ASSURANCE.
INCORPORATED BY ROYAL CHARTER OF
His Majesty King George The First,
A. D. 1720.

THE Undersigned having been appointed
Agents for the above Corporation are
prepared to grant Insurances as follows:—
Marine Department.
Policies at current rates, payable either
here in London, or at the principal Ports
of India, China and Australia.

Fire Department.
Policies issued for long or short periods at
current rates.

Life Department.
Policies issued for sum not exceeding
£5,000 at reduced rates.

HOLLIDAY, WISE & Co.
Hongkong, July 25, 1872.

**LANCASHIRE INSURANCE
COMPANY.**
(FIRE AND LIFE.)
CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant
Policies against the Risk of FIRE on
Buildings or on Goods stored therein, on
Goods on board Vessels and on Hulls of
Vessels in Harbour, at the usual Terms
and Conditions.
Proposals for Life Insurances will be re-
ceived, and transmitted to the Directors
for their decision.
If required, protection will be granted on
first class Lives up to £1000 on a Single
Life.

For Rates of Premiums, forms of pro-
posals or any other information, apply to
ARNHOLD, KARBURG & Co.,
Agents, Hongkong & Canton.
Hongkong, January 4, 1897.

**NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.**
THE Undersigned, Agents of the above
Company, are authorized to insure
against FIRE at current Rates.
GILMAN & Co.
Hongkong, January 1, 1892.

Intimations.
Twelfth Volume of the
"CHINA REVIEW."

Now Ready.
No. 1.—Vol. XII.
—OF THE—
"CHINA REVIEW"

CONTAINS—
The Structure of Chinese Characters.
Chinese Gods and their Rites.
The Dialect of Yangchow.
China During the Tsin Dynasty, A.D.
264-419.

More on the Origin of the Arabic Numerals.
Su Tung Po's Hsin Hsin Shih.
Notes on the Sinking of the
Chinese of New Books and Literary Intel-
ligence.

Notes and Queries.
Correspondence.
Books Wanted, Exchanges, &c.
To Contributors.
Hongkong, September 28, 1893.

FREDERIC ALGAR,
COLONIAL NEWSPAPER & COMMIS-
SION AGENT,
11, Clement's Lane, Lombard Street,
LONDON.

THE Colonial Press supplied with News-
papers, Books, Types, Ink, Presses,
Papers, Correspondents, Letters, and any
European Goods on London terms.

NOTICE TO SHIPPERS.
Colonial Newspapers received at the office
are regularly filed for the inspection of
Advertisers and the Public.

SAILOR'S HOME.
ANY Cast-off Clothing, Books, or
Papers will be thankfully received at
the Sailor's Home, West Point.
Hongkong, July 25, 1878.

SHARE LIST.—QUOTATIONS. Oct. 20, 1893.

Stocks.	No. of Shares.	Value.	Paid up.	Reserve.	Working Account.	Last Div. Interest.	Cash.
BANKS.							
H.K. & Shanghai Bank	100,000	125	125	3,198,350	52,500.62	22	100% = \$302.
INSURANCE.							
Nth. China Ins.	1,000,000	2,000	1,000	400,000	230,464.77	75	71,140 p. sh.
Anglo Sino Ins.	1,200,000	2,400	1,200	538,250	3,050.00	18	71,101 "
Union Ins. Soc.	2,000,000	4,000	2,000	423,744	104,971.00	45.50	\$625 "
China Traders Insurance	24,000	48	24	600,000	107,411.65	22	\$75 "
Canton Ins. Co.	1,000,000	2,000	1,000	500,000	500,127.77	10	\$107 "
China Ins. Co.	1,500,000	3,000	1,500	100,376	3,907.18	3	\$215 "
H.K. Fire Ins.	8,000	160	80	861,000	250,735.56	80	\$324 "
China Fire Ins.	20,000	400	200	500,000	105,860.40	33.60	\$75 "
STEAM SHIPING.							
H.K. & M. Steamship Co.	8,000	160	80	200,000	41,520.95	5	\$123 "
Indo-China S. Nav. Co.	120,000	2,400	120	...	...	...	25% dis.
China & Manila S.S. Co., Ltd.	3,500	70	3,500	...	...	...	18% prem.
MISCELLANEOUS.							
H.K. & China Doek	10,000	200	10,000	\$18,000	2,983.01	4	58% prem.
H.K. & China Doek	5,000	100	5,000	10,477,758.14	1,114.18	9	\$80 p. share
H.K. & China Doek	2,000	40	2,000	30,000	...	...	\$150 "
China Sugar Co.	9,000	180	9,000	5,895.58	...	...	\$140 "
H.K. & China Doek	1,250	25	1,250	15,250	87.06	12	\$150 "
H.K. & China Doek	600	12	600	4,000	253.45	5	\$82 "
Lazoo Sugar Co.	7,000	140	7,000	...	4,000.00	...	\$80 "
LOANS.							
Chi. Imp.	1874	6,276	100	all	8	June 30 Dec 31	...
" "	1877	16,040	100	all	8	Feb. 28 Aug. 31	...
" "	1878	3,890	500	all	8	April & Oct.	...
" "	1881	8,605	500	all	8	June 16 Dec. 10	...
Sugar Deben- tures, 1880	600	12	600	all	8	June & Dec.	2% prem.

Dividend for 1891—To 30th April 1892—For year 1891—For half year ended 30th
June 1893.—(1) And/or total dividend to date declared this year.

EDWARD GEORGE, Share Broker.

Notices to Consignees.

**NETHERLANDS INDIA STEAM
NAVIGATION COMPANY.**
FROM BATAVIA AND SAIGON.

THE Steamship *Canora*, having arrived
from the above Ports, Consignees
of Cargo are hereby requested to send in
their Bills of Lading to the Undersigned
for countersignature, and to take imme-
diate delivery of their Goods.
Cargo impeding the discharge will be at
once landed and stored at Consignees' risk
and expense.

JARDINE, MATHESON & Co.,
Agents.
Hongkong, October 15, 1893. oc22

JUST RECEIVED
HOP BITTERS.
ELECTRIC HAIR BRUSHES.
HONGKONG DISPENSARY.
Hongkong, September 24, 1893. 8fc24

To-day's Advertisements.

NOTICE.
COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOT-POSTE FRANCAIS.
The Co.'s Steamship
"Pichu,"
Commandant LAPORTE,
will be despatched for
SHANGHAI TO-MORROW, the 21st
Instant, at Daylight.

G. DE CHAMPEAUX,
Agent.
Hongkong, October 20, 1893. oc21

NOTICE.
COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOT-POSTE FRANCAIS.
The Co.'s Steamship
"Crescent,"
Commandant VAGUEN,
will be despatched for
YOKOHAMA on MONDAY, the 22nd
Instant, at Daylight.

G. DE CHAMPEAUX,
Agent.
Hongkong, October 20, 1893. oc22

FOR MANILA (DIRECT).
The Spanish Steamer
"Crescent,"
Capt. MENONTE, will be
despatched for the above
Port on TUESDAY NEXT, the 23rd Inst.,
at 5 p.m.

For Freight or Passage, apply to
REMEDIOS & Co.,
Agents.
Hongkong, October 20, 1893. oc23

**AUSTRO-HUNGARIAN LLOYD'S
STEAM NAVIGATION COMPANY.**
STEAM FOR
SINGAPORE, PENANG, COLOMBO,
BOMBAY, ADEN, SUEZ, PORT
SAID, AND TRIESTE
(Taking Cargo at through rates to CAL-
CUTTA, PERSIAN GULF PORTS,
ODDESSA, and the
MEDITERRANEAN PORTS.)
The Co.'s Steamship
"Eugenie,"
Capt. P. CHILLOVIC, will be
despatched as above on
SATURDAY, the 27th Instant, at Noon.

For further Particulars, apply to
MELOHERS & Co.,
Agents.
Hongkong, October 20, 1893. oc27

GEO. R. STEVENS & Co.'s LINE.
FOR SYDNEY & MELBOURNE,
VIA SINGAPORE.
(Calling at PORT DARWIN & QUEEN-
SLAND PORTS, and taking through
Cargo to ADELAIDE, NEW ZEALAND
and TASMANIAN PORTS, NEW
CALEDONIA and FIJI.)
The Steamship
"Eugenie,"
Capt. PEREZ, will be
despatched as above on
MONDAY, the 29th Instant, at 5 p.m.

For Freight or Passage, apply to
RUSSELL & Co.,
Agents.
Hongkong, October 20, 1893. oc29

To-day's Advertisements.

PUBLIC AUCTION.
THE Undersigned has received instruc-
tions to Sell by Public Auction, on
WEDNESDAY,
the 24th October, 1893, at 3 p.m., at his
Sale Rooms, Queen's Road,
THE YACHT
"SUN FLOWER,"
Newly Coppered, and with full Complement
of RACING SAILS, MAINS, AXES, &c.
Terms of Sale—Cash, and the Yacht
to be sold with the risk on the fall of
the hammer.

J. M. ARMSTRONG,
Auctioneer.
Hongkong, October 20, 1893. oc24

NOTICE.
THE Undersigned have been appointed
Agents of the CHINA SHIPPERS'
MUTUAL STEAM NAVIGATION COM-
PANY, LIMITED.
ARNHOLD, KARBURG & Co.
Hongkong, October 20, 1893. oc29

Not Responsible for Debts.
Neither the Captain, the Agents, nor
Owners will be Responsible for
any Debt contracted by the Officers or
Crew of the following Vessels, during
their stay in Hongkong Harbour:
"CHARLES BAL," British ship, Capt. W. J.
Watson, & Co. S. N. Co.
"DANUBE," British steamer, Captain J.
Newton.—Yun Fat Hong.
"HARDY BROW," Amer. barque, Capt. C.
Haverd.—Russell & Co.
"KILBENA," British barque, Capt. Hugh
Wallace.—Mayer & Co.
"MAJOR," British brig, Captain White.—
O'Brien.
"MOUNT LEBANON," Brit. barquette, Capt.
Nelson.—Rozario & Co.
"NIOYA," British barque, Captain James
Foster.—Arnhold, KARBURG & Co.
"SARAH S. RIDGWAY," American barque,
Capt. H. C. Townsend.—Schneider.
"SARAH STEPHEN," Brit. S.M. schooner, Capt.
Alfred Roberts.—Stevens & Co.
"SILVER EAGLE," British barque, Captain
Richard.—Wolter & Co.
"WILLOW," American barque, Captain
Chas. A. Sawyer.—Captain.

SHIPPING.
ARRIVALS.
Oct. 19, *Felicie*, British steamer, 508,
Harris, Tamsui Oct. 16, and Amoy 18, Gen-
eral.—DOUGLAS LAFRAIK & Co.
Oct. 20, *Thales*, British steamer, 820,
T. G. Pocock, Kuchit and Sandakan Oct. 14,
Firewood and General.—DOUGLAS LA-
FRAIK & Co.
Oct. 20, *Berencie*, Austro-Hungarian str.,
1707, Crilovich, Trieste Sept. 1, and Singa-
pore Oct. 15, General.—MELOHERS & Co.
Oct. 20, *Bellona*, German steamer, 780,
W. Schaefer, Saigon Oct. 14, Ripe and
Paddy.—SMITH & Co.
Oct. 20, *Diamond*, British steamer, 514,
R. F. Cullen, Manila Oct. 17, General.—
RUSSELL & Co.
Oct. 20, *Tanis*, French steamer, 1750,
Vauquier, Yokohama Oct. 13, Mails and
General.—MESSAGERIES MARITIMES.
Oct. 20, *Daring*, H. B. M. sloop, 940,
F. J. Elliott, Shanghai Oct. 15.
Oct. 20, *Thales*, British steamer, 281,
W. Woone, Haiphong Oct. 16, Pakhoi 17,
and Hothow 19, General.—ARON & Co.
Oct. 20, *Nan-tien*, French steamer, 435,
A. Garciau, Haiphong Oct. 17, General.—
A. R. MARY.
Oct. 20, *Amazon*, French steamer, 2076,
de Maubeuge, Shanghai Oct. 18, Mails and
General.—MESSAGERIES MARITIMES.

DEPARTURES.
Oct. 19, *Lequid*, Spanish transport, for
Shanghai.
20, *Concordia*, for Holo.
20, *Canton*, for Saigon.
20, *Concordia*, for Amoy.
20, *Fugate*, for Shanghai.
20, *Glenfuir*, for Shanghai.
20, *Rajanattianhar*, for Swatow, &c.

CLEARED.
Galley of Lorne, for Singapore, &c.

PASSENGERS.
ARRIVED.
For *Felicie*, from Tamsui and Amoy, Mr
and Mrs Elles, and 10 Chinese.
For *Thales*, from Kuchit and Sandakan,
Messrs J. Lapraik, Pryor, Orange, De
Lissa, Sachse, Tickell, and Harrison, and
114 Chinese.
For *Berencie*, from Trieste, &c., Count
Falsuki (Austro-Hungarian Minister for Japa-
n) and servants, Lieut. Kreitzer, and 370
Chinese.
For *Diamond*, from Manila, Rev. Pedro
Soriano, Rev. lauro Clemente, Mr Cecal-
di, 108 Chinese and Europeans (deck).
For *Thales*, from Shanghai: for Hong-
kong, Mr and Mrs Max, and 4 Chinese; for
Marseilles, Mr and Mrs Flesch, Miss E.
Garnivet, Mr G. Harting, Consul and Mrs
Dillon, 2 children and servant.
For *Tanis*, from Yokohama: for Mar-
seilles, Messrs Francke, James Smith,
Thomas Purley, Samuel Pater, and H.
Boek.
For *Hainan*, from Haiphong, &c., Mr
Marshall, and 31 Chinese.

DEPARTED.
For *Naples*, for Townsville, Mr Omand,
and Col. Lie. Austin; for Sydney, Mr and
Mrs F. Biggen, Messrs T. Akimaya and P.
Sovokourvski, 4 Europeans, and 18 Chi-
nese in steerage.
For *Canton*, for Saigon, 40 Chinese.
For *Camorra*, for Amoy, 100 Chinese.
For *Fugate*, for Shanghai, 30 Chinese.
For *Glenfuir*, for Shanghai, 15 Euro-
peans.
For *Rajanattianhar*, for Swatow, &c.,
220 Chinese.

TO DEPART.
For *Galley of Lorne*, for Singapore, &c.,
192 Chinese.

SHIPPING REPORTS.
The British steamer *Felicie* reports: Left
Tamsui on Tuesday the 16th inst., and
Amoy on the 18th. From Tamsui to
Amoy experienced fresh N.E. breeze and
fine clear weather, and from thence to port
light N.E. winds with fine clear weather.
Steamers in Amoy: *Strathleven*, *Dunbar*,
and *Seneca*.
The British steamer *Thales* reports: Left
Sandakan Oct. 14th, experienced light
variable winds and fine weather to Luluang
Island; from thence to port fresh N.E.
wind and fine weather, with heavy N.E.
swell.

The British steamer *Diamond* reports: Left
Manila on 17th inst., had strong mon-
soon and threatening weather until 20 N.
lat., thence to port moderate monsoon and
cloudy.

The British steamer *Hainan* reports: Left
Haiphong at noon on 16th, Pakhoi on
17th, and Hothow at 4 a.m. on 19th. Had
strong N.E. monsoon and clear weather
throughout.

POST OFFICE NOTICES.

MAILS will close:—
For YOKOHAMA.
Per S. S. *Tanis*, on Sunday, the
21st inst. Registry closes at 8.45
p.m. Mail closes at 9 a.m. Paid
Correspondence may then be posted
in the movable box on board the
Packet.

The Post Office will be open at 8 a.m.
To-morrow.

For SINGAPORE, PORT DARWIN,
THURSDAY ISLAND, COOK-
TOWN, TOWNSVILLE, BRIS-
BANE, SYDNEY, AND MEL-
BOURNE.
Per *Fugate*, at 4.30 p.m., on Monday,
the 20th inst.

For AMOY and MANILA.
Per *Diamond*, at 4.30 p.m., on Monday,
the 22nd inst.

For SWATOW, AMOY, & FOOCHOW.
Per *Douglas*, at 5 p.m., on Monday, the
22nd inst.

For EUROPE, &c., AUSTRALIA, IN-
DIA via MADRAS.
Per *Amazon*, on Tuesday, the 23rd inst.
Papers, &c., 10 a.m. Letters, 11
a.m.

For NAGASAKI.
Per *De Boy*, at 4.30 p.m., on Tuesday,
the 23rd inst.

For NAGASAKI and KOBE.
Per *Takachiwa Maru*, at 3.30 p.m., on
Friday, the 26th inst.

For NAGASAKI, HIQGO, and YOKO-
HAMA.
Per *Kiozo*, at 11.30 a.m., on Thursday,
the 19th November.

MAILS BY THE FRENCH PACKET.
The French Contract Packet *Amazon*
will be despatched on TUESDAY,
the 23rd October, with Mails to the
United Kingdom, Europe, and places
beyond, via Suez, to Saigon, French
Settlements, Batavia, Borneo, Ceylon,
India (via Madras), the Australian
Colonies, Aden, Egypt, Malta, and
Gibraltar.

The usual hours will be observed in closing
the Mails, &c.

MAILS BY THE UNITED STATES PACKET.
The United States Mail Packet S. S. *Arabic*,
will be despatched on THURSDAY,
the 25th inst., with Mails for Japan,
San Francisco, the United States,
Canada, Honolulu, Peru, &c., which
will be closed as follows:—
2.15 p.m. Registry closes.
2.30 p.m. Post-Office closes, but Cor-
respondence may be posted on board
the Packet with Late Fee of 10 cents
extra Postage until the time of depart-
ure.

MAILS BY THE ENGLISH PACKET.
The British Contract Packet *Salley* will
be despatched on TUESDAY, the 30th
October, with Mails for the United
Kingdom, Europe, and countries be-
yond, via Suez, to the Straits Settle-
ments, Batavia, Borneo, Ceylon, India,
Aden, Egypt, Malta, and Gibraltar.
N.B.—This Packet carries no mails for the
Australian Colonies.

THE FRENCH MAIL.<

An article headed "Europe's duty in China," in connection with the Canton riot, the *Poll. Mail Budget* remarks that "it is fortunate that the Shamen or foreign quarter [of Canton] is situated some distance from the wharves." "Some distance" is a vague expression, but even here, where we take a chair to go fifty yards, we should hardly use such an expression to describe the length of ground to be covered between Shamen and the wharf where the outbreak began.

Our friends of Dr. Donny's in Hongkong will be glad to learn that the patent for his anti-fouling paint for ships' bottoms is about to be worked by a company in Singapore, called "The Singapore Patent Paint Company." The *Strait Times* says that the manufacture of this paint has been discontinued for some time past owing first to the destruction of the stock by fire, and second, to the delay occasioned by the expected formation of a company in England to manufacture the paint there. The English company not having been formed, the local shareholders have secured suitable premises and will commence operations at once.

Lord Wolsey has introduced a change into the English army for which all cavalry men will be grateful. The hideous "joggle" is to be abolished, and the men are to be taught to rise in the stirrups as in ordinary riding. Considering how many good men have had to be discharged through being ruptured by the present system, (the average is about 1/4 of the recruits, we believe), the change is highly commendable. Lovers of the "bumping" style assert that it is absolutely necessary for some of the sword cuts, but this is a matter that we think can easily be overcome. The difference between the two styles may fairly be described as similar to that between riding in a hired chair, and a mountain chair, as far as comfort and relief go.

The site of the new Hongkong and Shanghai Bank building is at present a scene of chaos; and there deep excavations, with massive granite foundations of the old premises cropping up between and the old "strong" room still standing above the ruins. The new work, however, is progressing satisfactorily under the energetic supervision of Mr. Jones, the clerk of works, and towards the Praya front the foundations have been completed and the walls of the new edifice are already several feet above the ground, and the plan of the ground floor of the premises, which is being carried out in accordance with the original design, can now be traced on that side at least. The basement is destined for the commodore's and officers' quarters and the kitchen and servants' rooms, while all the regular business offices of the Bank will be situated on the ground floor. These comprise general and comptroller's offices, bullion strong rooms, and offices for the Manager, sub-Manager, bookkeepers, and correspondents, as also the Directors' Board Room, commodore's private offices, lavatories, &c. A grand staircase near the Queen's Road front and another at the back will communicate with the rooms on the first and second floor, which will comprise dining, drawing and billiard rooms, with 16 bed and bath rooms for the accommodation of the junior mess.

This report that has been in circulation, and which we published on Wednesday evening, to the effect that the Board of Trade has reversed the finding of the Marine Court of Enquiry here with regard to the loss of the *Minard Clavel*, is hardly correct. The Board of Trade has, we are informed, had the matter brought before them, and have modified the sentence of the Court ordering Captain Skinner's certificate to be suspended for nine months. Captain Skinner does not get his certificate returned to him at once, as stated, but the period of suspension has been reduced to what extent is not known to our informant, but they expect to receive further information on the subject by the next mail. An "Old Mariner" writes us a strong letter in support of the original decision. "Of course," he says, "we all sympathize with a brother shipmaster who loses his vessel, as it often means loss of livelihood, but I think there are many of us who desire to see the profession purged from the charge of carelessness, and, to those who understand the matter and the practice of seamen, there would appear to be little fault to find with the Court's decision. Never mind if the rock on which the vessel struck is found afterwards to be 150 feet out of position; it was known there were rocks thereabouts, and no wise man would take his vessel within 150 feet of hidden dangers when he has the choice of a wide channel, and no wise man would trust his untied third mate with a vague order as was given in this case. Further, the mate had no chart available to refer to, and without local knowledge a dozen extra-master's certificates would have been but little good to him. It would be of interest to know what view the local Insurance people take of the Court's decision."

A STARTLING phenomenon is reported from Kingston, Canada, in the shape of a curate who has joined the Salvation Army. The Rev. Dr. Wilson, the curate in question, has not resigned his curacy, as he desires to live and die in the service of the Church of England. But as he goes about speaking at the meetings of the "Army," and vows he will stick to the "Army" as long as it "picks up the drunken and depraved and makes them pious and happy," there is a great commotion in the Anglican fold. Pressure is brought to bear upon the Dean to have the objectionable curate dismissed, the Dean has written to the Bishop, and the public has sided with the curate, "whose long service in the Church, his popularity in the city, and the exceeding usefulness of his career," are all pleaded in his favour by those who object to his excommunication. As for the curate, he is invariable in his "Army" views, converted an archdeacon's brother, who has been proof against ordinary agencies, to say nothing of drunken members of the Church of England. A contumacious cleric, indeed, with whom some Canadian Lord Ponsonby should promptly deal.—*Poll. Mail Gazette*.

The following are the names of passengers booked for the Far East:—
Per Messageries Maritimes steamer *Iravaddy*, under Marseilles, Sept. 30.—To Hongkong: Mr. Durran, Mr. T. H. Whitehead, To Saigon: Mrs. Gailhard, Mr. Conant.
Per P. & O. steamer *Malacca*, from London, Sept. 12.—To Yokohama: Miss Meade, To Shanghai: Rev. Mr. and Mrs. Pearce, Miss J. Black, Miss E. Black, Miss Mair, Mr. Yonemas, Mr. P. Dowdall, Mr. W. M. Dowdall, Mr. G. J. Jones, To Hongkong: Mr. Taylor, Mr. G. E. Bowles, Mr. R. Goodridge, Captain A. T. Fowles, Mr. J. Millard, Mr. B. Bowles, and child, Mr. Piron, Mr. G. Stephens, Mr. Gooddell, Mr. Matheson, Mr. A. McMillan, Mr. Macpherson.
Per P. & O. steamer *Guadalupe*, from Venice, Sept. 20.—To Hongkong: Mr. G. Ed.

Per P. & O. steamer *Nepaul*, from London, Sept. 19.—To Yokohama: Mr. S. Redfern.
Per P. & O. steamer *Siam*, from London, Sept. 26.—To Shanghai: Mr. Rogerson, Mrs. Darling and child. To Hongkong: Mr. P. & O. steamer *Penicola*, from Bristol, Oct. 8.—To Shanghai: Mr. H. J. Price, To Hongkong: Mr. G. Bird, Mr. and Mrs. H. S. Godfrey Bird.
Per steamer *Telenachia* (Holt's Line), from London, Sept. 11.—To Hongkong: Mr. W. E. Crow.

A portion of the Russian squadron, the *Duke of Edinburgh* (Admiral), and the *Strogonoff* and *Naradoff*, arrived in Yokohama on the 15th inst., and exchanged salutes with the port and the two Admirals in harbour.

The *Hugo News* learns that the U.S.S. *Zeace* has put into Nagasaki under sail, her *Seabird* and *Naradoff* having been near the city on the 15th inst., and exchanged salutes with the port and the two Admirals in harbour.

The steady advance of Italy, as a maritime power has chiefly attracted attention from the launching of her ironclads. Germany occasionally sends forth a floating monster from the northern dockyards, and France only very occasionally; but at Genoa and at the arsenal at La Spezia, the Italian Government has been paying attention to ships built for the purposes of commerce. The mercantile marine of Italy consists very considerably of wooden vessels. The ships are large, in tonnage, but they are old in pattern, and iron has not found there the same favour as with our constructors on the Clyde. The Government hopes at once to create and to develop a useful industry, and for this purpose is going to imitate the lead of France. The shipbuilders will be nursed by the State. A considerable premium will be granted for the construction of iron steam-vessels for mercantile purposes. Hitherto our steamers have been employed in the carriage of English coal to Italian ports. This trade has been secured to us by normal clauses, and very sparingly, and cheaply. It is said that we are about to lose our monopoly, and that henceforth Italian vessels will be entrusted with this traffic.—*Poll. Mail Gazette*.

It will be remembered, says the *Strait Times*, that the steamer *Ceylon*, formerly belonging to the P. & O. Company, under the command of Captain Lunham, visited Singapore in the latter part of 1881 or early part of 1882 with a party of tourists on a voyage round the world. While here, the *Ceylon* procured a quantity of Donny's anti-fouling paint, sufficient for one coat, which was put on at Hongkong when the vessel was docked. At the request of the London Agents, Captain Lunham inspected the vessel on the 20th August, 1883, and next day wrote to them the following gratifying report:—

Messrs. Foster, High & Co.,
3 Cornhill Buildings, London, E.C.
Dear Sir,—In accordance with your desire I surveyed the bottom of the S. S. *Ceylon* yesterday, 20th inst., in Mr. James Leitch's Corral Dock, Sunderland, and have to report as follows on the present state of Donny's Anti-Fouling composition as applied to this vessel.

In the first place it is necessary to state that the S. S. *Ceylon*, 2,200 tons, was lately employed under my command upon a yachting voyage round the world, and from which I returned to Southampton in August, 1882, afterwards making a short Atlantic cruise of five weeks, returning home in October, 1882, proceeding thereafter to Sunderland, at which port she has been laid up unemployed until the present time.

The vessel was coated with one coat only of Donny's Anti-fouling composition on 20th February, 1882, in the Aberdeen dry dock, Hongkong; it is therefore 18 months since the composition was applied, and I cannot imagine a more severe test than it has undergone during this time. Upon examination I find that downward to the light water-mark the paint remains perfectly smooth, clean, and absolutely free from any marine growth whatsoever. This is the more surprising, considering the work done by the vessel in the long interval since the paint was applied, the high temperature of water through which she has passed, and the many harbours entered which are notorious for fouling ships rapidly.

In fact, I have no hesitation in saying that in all my experience I have never known any other anti-fouling composition so successful, and when the vessel was under way, and when the paint was applied, the high temperature of water through which she has passed, and the many harbours entered which are notorious for fouling ships rapidly.

Yours faithfully,
R. D. LUNHAM.

CRICKET.
A CRICKET match came off this afternoon between the first and last halves of the alphabet. The "last" was in first and managed to score 141, but their opponents were too strong, and with the slashing innings of L. D'Aeth who put in two 6's, five 4's, and 10 threes, not to mention his giving the ball a ball just for a change, they ran up a record of 170, with several men left to bat. The fielding was not of the Hongkong style, taking it all round, but as the season has only just begun, it is hardly fair, at present, to criticize.

LAST HALF OF ALPHABET.
H. G. Rice, b Hendry, 23
J. J. Bell-Irving, b Farquhar, 16
C. P. Lloyd, l.b.w., b Farquhar, 5
G. R. Johnston, b Farquhar, 5
G. A. Porter, b D'Aeth, 15
E. S. D. Jarret, b D'Aeth, 34
A. F. Wyley, b D'Aeth, 15
G. A. Stokes, c Gordon, b D'Aeth, 5
R. M. C. Vaughan, l.b.w., b D'Aeth, 2
T. M. Skene, b D'Aeth, 10
B. H. Loxley, c Farquhar, b Hendry, 0
Extras, c Farquhar, b Hendry, 0
Total, 141

FIRST HALF OF ALPHABET.
S. Farquhar, l.b.w., c and b Rice, 0
S. S. H. D'Aeth, c and b Johnston, 89
J. C. C. Hendry, l.b.w., b Irving, 6
F. S. O. Hare, c Lloyd, b Johnston, 27
H. G. Fiechman, not out, 21
Cosmo Gordon, c and b Johnston, 0
A. R. Gordon, not out, 12
Extras, 12
Total, 170

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

The ordinary yearly meeting of the shareholders in the Union Insurance Society of Canton, Limited, was held in the Company's office this forenoon (20th). Those present were:—The Hon. P. Ryrie (Chairman), Messrs F. D. Sasseon, H. L. Dalrymple, A. P. McEwen, A. G. Gillow (Directors), E. E. Dear, W. R. Loxley, A. Wemyss, B. Layton, J. T. Chater, E. George, W. Reiners, W. Legge, A. G. Morris, J. R. Anton, T. Jackson, B. B. D. Sayle, R. Lyall, F. Henderson, C. U. Stuart, A. de Silveira, and Douglas Jones (Secretary).

The Secretary having read the notice calling the meeting, The Chairman said:—Gentlemen, the report we are now met to pass to-day has been in your hands for some time; and as it has not been our custom not to read it at these meetings, I must propose that it be taken as read. You will see it is a favourable one. The accounts for the year 1882 may now be considered as closed, and with a favourable result. When we look at the report for the first half of 1883, it will be seen that so far the society has worked well under the new changes of constitution. The Directors think it is highly desirable that it should be so, and I hope this meeting will confirm the action of the Board. It may probably not be satisfactory to some of the shareholders that such a large amount should be added to the Reserve at once; but they must remember that they will eventually reap the benefit of it. The Directors do not propose to devote such a large proportion of the

profits to increasing the Reserve in future. If any shareholder has any question to ask, I shall be happy to answer it. No question being asked, the Chairman proposed that the report be adopted, and the accounts passed.

Mr. Henderson seconded; and the motion was carried unanimously. On the motion of Mr. Dalrymple, seconded by Mr. Wemyss, Mr. Gillow was unanimously confirmed in the position of Director in place of Mr. Hoppus, who went home some time ago.

The Chairman:—Two of the members of the Board of Directors retire by rotation, but offer themselves for re-election. I have much pleasure in proposing that Messrs McEwen and Sasseon be re-elected. Mr. Jackson seconded, and the motion was carried unanimously.

Mr. Sasseon proposed and Mr. Reiners seconded, the re-election of Messrs J. H. Cox and A. Wemyss, as Auditors. Carried unanimously.

The Chairman:—I have to inform you that I have been granted a warrant to be ready on Monday. I have to thank you for your attendance, and also the shareholders generally for their support.

As the meeting was about to disperse, Mr. Jackson rose and said:—Gentlemen, I don't think we ought to allow such a splendid opportunity as we have had before us to-day to pass by without saying a few words. I am sure the shareholders generally will be delighted with the results attained. I think our thanks are due to the Directors, the secretary and staff for their good services. I believe Mr. Jones will be shortly, Mr. Jones taking up his permanent home. We all say Mr. Jones our gratitude. I am perfectly sure he will get it. He has worked indefatigably for the society's good since he came to Hongkong. I know that from experience, as I am acquainted with a good deal that goes on here. I am sure he has done his very best for the society. Mr. Jones replied:—Mr. Jackson and gentlemen, I am extremely obliged to you on behalf of the London and Shanghai Managers, the staff generally and myself, for the very kind way you have spoken of our services; and it will stimulate me to endeavour to help to make the Society in the future what it has been for nearly the past half century, one of the most successful institutions of its kind in the world. I thank you very much. The meeting then dispersed.

Police Intelligence.

(Before Capt. H. G. Thummett, R. N.)
Saturday, Oct. 20.

DISORDERLY CONDUCT AND ASSAULT.
Wong Ahai, a seaman, was charged with disorderly conduct and assaulting John Shepherd, assistant at the Station House in Singapore, and with being drunk. The defendant and some other Chinese seamen were being paid off from the S.S. *Arabia* at the Shipping Office. Complainant stated that defendant and some of the other seamen were sitting on the rails outside the office and breaking them. Complainant told them to get off, but defendant refused, and when the former put his hand upon him to make him get off, defendant struck him a severe blow in the eye and butted him in the stomach with his head. The damage done to the rails was valued at \$5. Complainant's evidence was corroborated by Joseph Smith, another assistant at the Shipping Office, who testified that defendant called out "ta," and that the other Chinese seamen came to defendant's assistance and surrounded complainant. Defendant was fined \$5, or seven days' hard labour, and to pay \$3 for damage done; in default seven days' further imprisonment.

For stealing two opium pipes, value \$2, on the 19th inst., a Chinese coolie, named Lai Acheun, was sentenced to six weeks' imprisonment with hard labour.

LAUNDRY.
Leong Hui, a hawker, and four others, were sent to Goal for six weeks' hard labour as rogues and vagabonds, having been found in an unoccupied house in D'Aguilar Street, at 10 p.m. on the 17th inst. Defendants had a number of Tiao-fu lottery tickets and pens and ink in their possession.

ROBBERIES AND VAGABONDAGE.
A coolie, named Lai Acheun, admitted a charge of selling drugs opium without a license from the opium dress farmer, and was fined \$10, or fourteen days' imprisonment; and Lai Acheun, a hawker, being convicted of the same offence, was fined \$25, with the alternative of one month's imprisonment with hard labour; in both cases the opium found to be forfeited.

(Before H. E. Waddell, Esq.)
COMMITTED FOR TRIAL.
Lau Afuk and Lau Pahan, father and son, appeared on remand, charged with stealing from the house of Yip Ahong, on the 12th Oct., seven articles of clothing, four silver dollars, 18 ten cent pieces and some copper money, of the total value of \$9.30 cents. From complainant's evidence it appears that the last defendant inhabited the same room as complainant and that on the 10th inst. complainant left his room at 10 o'clock in the morning, giving the key of the street door to his defendant. On returning to the house at 6 p.m. the same day, complainant found that a box in his room, which contained all his valuable property, had been broken open and his clothes and money extracted. The box which the first prisoner usually kept in the room was also gone. The second prisoner was taken to the next house, where the second defendant lived, and there saw a jacket belonging to him, and which he had left in his box the previous morning, lying on the bed of second defendant's wife. After some further evidence had been taken the two defendants were committed for trial at the next sessions of the Supreme Court.

North Borneo.
(North Borneo Herald, Sept. 1st.)

KUDAT.
His Highness Raja Brooke of Sarawak arrived at Kudat during the night of the 18th July, in his yacht the *Alme*. His Highness was accompanied by Mr. Claud Champion de Crespigny and Mr. Hugh Brooke Low. On landing, the Rajah was met at the pier by the Governor and most of the principal officers and was received with a guard of honour and a royal salute.

His Highness inspected the little town and expressed his surprise at not finding the swamp currently reported to exist at the site of the settlement. The Rajah honored the printing office of this paper with a visit. On the morning of the 20th July, the *Alme* sailed for Sandakan and Buloh, and returned here on the 21st. We can only hope that this visit will have the result of inducing a closer and more friendly intercourse between North Borneo and Sarawak, the only two governments which can be said to be doing much in advancing the cause of civilization in Borneo at the present time. We have on several occasions lately been

enlivened by the sound of shot and shell whizzing over the town from the Fort Hill. It seems that our enemies are not yet weary of their hand of the Constabulary has, with his Sikhs, been making some good practice with the twelve-pounder brass battery, and the Vavours beach-bombing rifle six-pounders. There is no doubt that the Sikhs show great aptitude for and interest in all kinds of military exercises. Since Mr. de Fontaine's arrival, drilling has been very vigorously carried on. For the last month a detachment of twenty men of the Sandakan division have been under training here. They were composed chiefly of Semelais and though some of them are fine looking cheerful fellows they are not at all fit with a life of routine and strict discipline. We are glad to see that recruits are now coming forward from the natives of the country Bajaus, Illanuns (the old pirates), Salus, and Malays.

On the 4th August, Assistant Resident E. P. Guerin sailed on leave to Singapore on the S. S. *Royalist*, and the *Hong Kong* at Labuan. In his absence his duties are being performed by the Magistrate. A Serib Alam of Yamit was deported out of the country by the *Bancu* on the 8th August, taking with him all his property, amounting to several hundred dollars. He was a wealthy man, and since Mr. Guerin's arrival he had been causing some trouble amongst the lower classes of the interior. His immediate offence was harbouring in his house at Yamit two outlaws concerned in the murder of a Chinese trader at Bongon. The Government was reluctantly compelled to send him to Singapore, as even his own brother and Serib Shih and other relations, and brother chiefs refused to go security for his good behaviour, and strongly recommended that he should leave the country. Serib Alam had a curious career. On one occasion he had almost been killed himself for days in a fort against a whole village of natives in Cagayan-Sulu, and at last made good his escape in a small open canoe with one woman, paddling all the way to Marudu Bay, a distance of 210 miles. About a year ago he again visited Cagayan-Sulu, on which occasion the islanders sent a deputation to Mr. Resident Payer, praying that the Serib might be removed out of their country. The inhabitants of Cagayan-Sulu have long been anxious to come under the North Borneo flag. Mr. Lim Soon Hoh arrived here during the past month. He is a delegate of the influential Samboan, Borneo Kingdom of Sulu, and has been sent by them to select land suitable for their operations. Should he meet with what he wants, we gather that the Kingdom will take up some 50,000 acres. There is plenty of land in North Borneo suited for gambier and pepper plantations. The advent of the Singapore Kingdom, which is much looked up to, will attract thousands and thousands of Straits Chinese to North Borneo, with what result to the local Treasurers we need not say. Mr. Lim Soon Hoh informs us that the available land in Rilio is getting exhausted, and that there will soon be a large demand for gambier and pepper land. On the 17th August Mr. Ranco and Capt. Beaton, Agents of the Australian Borneo Company, arrived here from Sandakan in the *Sobane*. Mr. Ranco is a successful and experienced sugar planter of Fiji and has been selected by the Company to choose for them the 100,000 acres, the right of selecting which has been conceded them by the Court of Directors. We hear that Mr. Ranco has already selected 50,000 acres on the East Coast, below Sandakan Bay. He and Captain Beaton are now examining the island of Banguey. The introduction of Australian energy and capital into North Borneo will, we deem, consummate a devoutly to be wished. The *Alme* arrived here from Hongkong on the 11th August and sailed the following afternoon. This is her last trip under the new arrangement, by which she is to leave Hongkong the first Saturday in every month, instead of every third Friday.

While H. E. the Governor was recently on a visit to the settlement at Gaya, Pangasinan, Abdul Roup, the semi-independent Chief of Mengkabong, took the opportunity of going across from the mainland to pay a complimentary visit to His Excellency. The Pangasinan was received with a salute of three guns, very creditably fired by Mr. Davies' Field Police. The steep ascent to the Residency was too much for the strength of the aged Chief, who was carried up on a chair. We learn that Mr. Chia Tin of Labuan and Kudat, having obtained favorable terms from the North Borneo Government, are in conjunction with Mr. Lim Ewe King of Singapore, commenced the erection of a sugar washing factory. This will be the first such factory in the territory and its establishment at Gaya will conduce materially to the prosperity of that rising settlement.

Mr. Chia Tin has also opened a trading station at the old Government settlement in Abai harbour.

heated by time, will be full of a real and lasting consolation. I am sending out a few knives to the native attendants of "Tuan Hatten," as a small acknowledgment of their devotion to their chief; and Mr. Borevic, who has been so successful in his generous conduct, is appreciated by—Yours most obediently, Josiah Harroon, Garrick Club, London, August 3rd, 1883.

Dead Letters.

Bonny, Mrs. J. M. Blumfield, U.S.A. 1
Brown, Capt. James, Bark Hill, Manila, 1
Chau Chin, Am. Bark B. F. Watson, 1
Manila, 1
Connell, Miss H. J. Bedford Main, U.S.A. 1
Dunn, K. N. New York, 1
Fitzgerald, Bridge, New York, 2
Forster, F. Bark *Frederick*, Manila, 1
Franklin, Mrs. J. S., Philadelphia, 1
Haines, Mrs. G. R., Hongkong, (e) 1
Heath, T. W., San Francisco, 1
Hill, San Francisco, 1
Lewis, Miss Ellen, New York, 2
Mullmann, Capt. A. T. Bark *Nicholas*, 1
Manila, 1
Rogan, Michael, New York, 1
Rodick, Maggie, Washington, 1
Smith, Capt. A. J., Am. Ship *Albatross*, 1
Cebu, 1
Therfield, Mrs. Mary T., Boston Mass., 1
Wagon, O. G., Adams Co., Iowa, 1

(e) Posted at Shanghai.
The above letters have been returned from various places at which the addressees cannot be found, or have been refused. If not claimed within ten days, they will be opened and returned to the writers. General Post Office, Hongkong, 19th October, 1883.

Quotations.

HONGKONG, October 20.
OPTUM—New India, cash, \$575
Old, cash, 550
New Bonares, cash, 550
Old, cash, 550
New Malwa, credit, 635
Allowance, Tula, 72
Old Malwa, credit, 60
Allowance, Tula, 32

Exchange.

Dank, Wiro, 3/8
Demand, 3/8
30 days' sight, 3/8
4 months' sight, 3/8
Credits, 3/0
Documentary 4 months' sight, 3/0
India, 22 1/2
Demand, 22 1/2
Shanghai, demand, 72 1/2
30 days' sight, private, 72 1/2
Gold Leaf 104 line, \$27.00
Sovereigns, 85.41

Temperature.

(Taken at Messrs. Robinson & Co.'s Premises, Queen's Road.)

HONGKONG, October 20.

BAROMETER—9 A.M. 30.140
Do. 1 P.M. 30.084
Do. 4 P.M. 30.050
THERMOMETER—9 A.M. 81
Do. 1 P.M. 80
Do. 4 P.M. 80
Do. (Wet bulb) 9 A.M. 74
Do. Do. 1 P.M. 75
Do. Do. 4 P.M. 74
Do. Maximum 81
Do. Minimum over night 77

CHINA COAST METEOROLOGICAL REGISTER.			
TABULATED FOR OCTOBER, 1883.			
Quantity of Rain.	Direction of Wind.	Direction of Current.	Direction of Tide.
Barometer.	Thermometer.	Barometer.	Thermometer.
9 A.M.	1 P.M.	9 A.M.	1 P.M.
30.140	30.084	30.140	30.084
30.050	81	30.050	81
80	80	80	80
74	75	74	75
81	74	81	74
77	77	77	77

BANQUET, level of the sea in fathoms, tens and hundreds.
THERMOMETER, in Fahrenheit degrees and tenths, level of the sea in fathoms, tens and hundreds.
DIRECTION OF WIND is registered every five points, N., N.E., E., S.E., S., S.W., W., W.N.W., N.W., N. by N., and N. by E.
FORCE OF WIND—0 calm, 1 to 8 light breeze, 8 to 15 moderate, 16 to 25 fresh, 26 to 30 strong, 31 to 40 very strong, 41 to 50 gale, 51 to 60 storm, 61 to 70 very storm, 71 to 80 hurricane, 81 to 90 typhoon, 91 to 100 cyclone, 101 to 110 hurricane, 111 to 120 typhoon, 121 to 130 cyclone, 131 to 140 hurricane, 141 to 150 typhoon, 151 to 160 cyclone, 161 to 170 hurricane, 171 to 180 typhoon, 181 to 190 cyclone, 191 to 200 hurricane, 201 to 210 typhoon, 211 to 220 cyclone, 221 to 230 hurricane, 231 to 240 typhoon, 241 to 250 cyclone, 251 to 260 hurricane, 261 to 270 typhoon, 271 to 280 cyclone, 281 to 290 hurricane, 291 to 300 typhoon, 301 to 310 cyclone, 311 to 320 hurricane, 321 to 330 typhoon, 331 to 340 cyclone, 341 to 350 hurricane, 351 to 360 typhoon, 361 to 370 cyclone, 371 to 380 hurricane, 381 to 390 typhoon, 391 to 400 cyclone, 401 to 410 hurricane, 411 to 420 typhoon, 421 to 430 cyclone, 431 to 440 hurricane, 441 to 450 typhoon, 451 to 460 cyclone, 461 to 470 hurricane, 471 to 480 typhoon, 481 to 490 cyclone, 491 to 500 hurricane, 501 to 510 typhoon, 511 to 520 cyclone, 521 to 530 hurricane, 531 to 540 typhoon, 541 to 550 cyclone, 551 to 560 hurricane, 561 to 570 typhoon, 571 to 580 cyclone, 581 to 590 hurricane, 591 to 600 typhoon, 601 to 610 cyclone, 611 to 620 hurricane, 621 to 630 typhoon, 631 to 640 cyclone, 641 to 650 hurricane, 651 to 660 typhoon, 661 to 670 cyclone, 671 to 680 hurricane, 681 to 690 typhoon, 691 to 700 cyclone, 701 to 710 hurricane, 711 to 720 typhoon, 721 to 730 cyclone, 731 to 740 hurricane, 741 to 750 typhoon, 751 to 760 cyclone, 761 to 770 hurricane, 771 to 780 typhoon, 781 to 790 cyclone, 791 to 800 hurricane, 801 to 810 typhoon, 811 to 820 cyclone, 821 to 830 hurricane, 831 to 840 typhoon, 841 to 850 cyclone, 851 to 860 hurricane, 861 to 870 typhoon, 871 to 880 cyclone, 881 to 890 hurricane, 891 to 900 typhoon, 901 to 910 cyclone, 911 to 920 hurricane, 921 to 930 typhoon, 931 to 940 cyclone, 941 to 950 hurricane, 951 to 960 typhoon, 961 to 970 cyclone, 971 to 980 hurricane, 981 to 990 typhoon, 991 to 1000 cyclone, 1001 to 1010 hurricane, 1011 to 1020 typhoon, 1021 to 1030 cyclone, 1031 to 1040 hurricane, 1041 to 1050 typhoon, 1051 to 1060 cyclone, 1061 to 1070 hurricane, 1071 to 1080 typhoon, 1081 to 1090 cyclone, 1091 to 1100 hurricane, 1101 to 1110 typhoon, 1111 to 1120 cyclone, 1121 to 1130 hurricane, 1131 to 1140 typhoon, 1141 to 1150 cyclone, 1151 to 1160 hurricane, 1161 to 1170 typhoon, 1171 to 1180 cyclone, 1181 to 1190 hurricane, 1191 to 1200 typhoon, 1201 to 1210 cyclone, 1211 to 1220 hurricane, 1221 to 1230 typhoon, 1231 to 1240 cyclone, 1241 to 1250 hurricane, 1251 to 1260 typhoon, 1261 to 1270 cyclone, 1271 to 1280 hurricane, 1281 to 1290 typhoon, 1291 to 1300 cyclone, 1301 to 1310 hurricane, 1311 to 1320 typhoon, 1321 to 1330 cyclone, 1331 to 1340 hurricane, 1341 to 1350 typhoon, 1351 to 1360 cyclone, 1361 to 1370 hurricane, 1371 to 1380 typhoon, 1381 to 1390 cyclone, 1391 to 1400 hurricane, 1401 to 1410 typhoon, 1411 to 1420 cyclone, 1421 to 1430 hurricane, 1431 to 1440 typhoon, 1441 to 1450 cyclone, 1451 to 1460 hurricane, 1461 to 1470 typhoon, 1471 to 1480 cyclone, 1481 to 1490 hurricane, 1491 to 1500 typhoon, 1501 to 1510 cyclone, 1511 to 1520 hurricane, 1521 to 1530 typhoon, 1531 to 1540 cyclone, 1541 to 1550 hurricane, 1551 to 1560 typhoon, 1561 to 1570 cyclone, 1571 to 1580 hurricane, 1581 to 1590 typhoon, 1591 to 1600 cyclone, 1601 to 1610 hurricane, 1611 to 1620 typhoon, 1621 to 1630 cyclone, 1631 to 1640 hurricane, 1641 to 1650 typhoon, 1651 to 1660 cyclone, 1661 to 1670 hurricane, 1671 to 1680 typhoon, 1681 to 1690 cyclone, 1691 to 1700 hurricane, 1701 to 1710 typhoon, 1711 to 1720 cyclone, 1721 to 1730 hurricane, 1731 to 1740 typhoon, 1741 to 1750 cyclone, 1751 to 1760 hurricane, 1761 to 1770 typhoon, 1771 to 1780 cyclone, 1781 to 1790 hurricane, 1791 to 1800 typhoon, 1801 to 1810 cyclone, 1811 to 1820 hurricane, 1821 to 1830 typhoon, 1831 to 1840 cyclone, 1841 to 1850 hurricane, 1851 to 1860 typhoon, 1861 to 1870 cyclone, 1871 to 1880 hurricane, 1881 to 1890 typhoon, 1891 to 1900 cyclone, 190

POST OFFICE NOTICE.

Unclaimed Correspondence,
Oct. 18, 1883.

	Lets. Pay.		Lets. Pay.
Alberti, G.	1	Kopsch, H.	2
Amos, H. V.	1	La Gendron, W.	1

Anderson, A.	1	Lee, Frank	1
Aratoun, C. J.	1	Long, Ayeon	1
Beathane, G.	Arg'd. 1	Long, Kim Chih	Arg'd.
Bosmann, Mrs. 1		Logan, Mrs. R.	1
Brown, J. A.	1	Long, Martin G. M.	1
Brennert, A.	1	Long, J. M.	1
Brandi, R.	1	Mahomed, S. J.	Arg'd.
Brandi, R. A. M.	1	Marsell, Mear	1
Brown, B. M.	1	Marsell, F. J.	7
Brown, J. A.	1	Mahomed, A. A.	1
Cameron, J. A.	7	Mear, Mear	1
Cavick, Capt. 8	1	Nell, R.	1
Cavick, G.	Arg'd.	Nelson, W. N.	1
Colvin, C.	1	Olovich, Bro.	1
Cooper, Miss M. J.	1	Pearce, J.	1
Crisis, H. J.	1	Randall, F.	1
Dean, G.	1	Randall, W.	1
Dryhouse, R.	1	Rehm, A. M.	Arg'd.
Edwards, W. C.	1	Re, Antonio S. S.	1
Edgar, G. J.	1	Re, J. M.	1
Feifel, P.	1	Salinas, J. O.	1
Foutagne, D.	1	Schmidt, W. R.	1
Fryer, Capt. J. B.	1	Beng & Co. W. Y.	1
Gonzalez, F.	1	Shinn, G.	1
Gunn, R. B.	1	Smith, A.	1
Hamilton, Capt. C.	1	Soler, G. A.	1
Hargreaves, P.	1	Spiri, Anna S.	1
Hargren, B.	1	Tormagne, D. de	1
Hob, W. B. Mrs.	1	Tuhini, G.	1
Hovine, W.	1	Wong, W.	1

Knox, Wm. 6 2 Wing Foong-tai 1sgd.

H. M. S.

H.M.S. Audacious, 1 letter.
H.M.S. Cleopatra, 2 letters; and 1 paper.
H.M.S. Espoir, 2 letters.

For Merchant Ships.					
	Lets, Psp.			Lets, Psp.	
Alice Mary	1	Loonak, S.S.	1		
Archow	1	Lorrie	1		
Ashington, s.s.	1	M. S. Melded	1		
Assens	1	Marie	1		
Billy Simpson	1	Marle, s.s.	1		
Boodedice, s.s.	1	May	1		
Bothwell Castle	2	Mercury	2		

Cambridge	3	Metapedia	1
Carriacou, s.s.	1	Morning Star	2
Diamond	2	Mount Lebanon	1
Elizabeth	1	N. Gibson	1
Ellen	1	Nardos	4
Eles	1	Oaks	8
Elwell	1	Pacote, s.s.	1
Emel	1	S. Elizabeth	1
Empire, s.s.	1	S. Euben	1
Escort	1	Selembris	1
Evangelino	1	Starlight	2
Fan Boon Peng	1	Velocity	1

Forever	1	Victoria, s.s.	1
Helena	1	Washi, s.s.	1
Jane's Court	2	Westmalth, s.s.	1 regd.
Jupiter	2	1 Wm. Homoyer	1
Leading Wind		2 Yotsung, s.s.	1
Line, s.s.	1		

Books, etc. without covers

Birthday Cards.
 British Colonial World.
 Catalogue de Livres (Chas J. J. Gay, Editeur).
 Dagbladet.
 Dumfriesshire & Galloway Courier.
 England.
 Figure.
 Funny Folks.

Glasgow Weekly Mail.
Imperial.
Vahrsbericht über die Leistungen und Fort-
schritte.
Journal de Libge.
Journal des Timings.
Liverpool Weekly Courier.
Liverpool Weekly Mercury.
London & China Express.
Macmillan's Magazine.

Morning Post.
Newcastle Weekly Chronicle.
Oxford Times.
Persian Newspapers.
Pozerner Tagblatt.
Rheiderland.
Russian Newspaper.
Sheridan (by Mrs Olyphant).
Stone & Co. Ltd.

Government Notification.
No. 59.
HARBOUR DEPARTMENT.

The following Rules regarding signalling at the Peak are published for general information.

By Command,
FREDERICK STEWART,
Acting Colonial Secretary.
Colonial Secretary's Office,
HONGKONG, 17th February, 1899.

1. The Union Jack will be hoisted at the Mast Head when any vessel is being signalled.

2. The Commercial Code of Signals for all Nations will be used at the Station.

3. All Signals made by vessels in the Offing will be repeated.

4. When Signalling to Men-of-War in the Harbour or in the Offing, a White Ensign will be hoisted at the Masthead, and at the Mast Head of the Man-of-War.

5. When a Steamer, or the smoke of a Steamer, is sighted, the Compass Bearing at the Yard Arm, and Distance off at the Mast Head, will be hoisted. If, when the vessel is seen, it is a British Steamer,

5. If the Vessel is a regular Mail Steamer, the Vessel's Distinguishing Flag will be substituted for the Compass Signal, and it will be kept flying until the Ship anchors. The Distance Signal will be kept up fifteen minutes after the Steamer is made out.

6. If the Steamer is a regular Mail Steamer a Gun will be fired, and a Bell over the English Broom at anchor.

with the Distance off at that time, will be shown at the Mast Head. The Compass Signal and Symbol will be hoisted down. The Ball and Ensign will be kept up until the vessel anchors. The Distance Signal will be kept flying for half-an-hour, and changed at each successive half hour to show the Distance off at three times.

7. River Steamers will not be allowed to anchor in the Harbour, but will be permitted to anchor in the North Point of Hongkong, the Distance Signal will be hauled down. If the Mail Steamer is not in the Harbour when it is too dark to distinguish flags, a red light will be exhibited at the West Yard Arm, or a green light at the East Yard Arm until she anchors.

8. If a Flag showing that an Officer of high rank is on board an incoming vessel, a similar Flag will be shown above the Ball of the Flaw alone will be hoisted at the Yard Arm.

9. The approach of Man-of-War and Sa-
ving Vessels will be notified by their proper
Symbols and National Colours, or Home
Flags, at the Quarter of the Yard, or at the
Yard Arm.

Note.—The Distances of vessels will be
estimated from the Peak, and will be made
by means of the Navigator's mile.

By means of which the respective numbers attached
to the letters in the table of Flags.

H. G. THOMSON, & Co.
Harbour Master, &c.

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Ward Road, Singapore.